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Amendments to the Claims

1.-85. (Canceled).

86. (New) A method for removing injector fouling in a diesel engine, the method comprising:

providing a fouled diesel engine comprising an initial level of injector fouling comprising combustion related deposits, as evidenced in the laboratory by an initial fouling index; and,

removing at least some of the combustion related deposits, thereby producing a cleaned diesel engine having a reduced level of injector fouling, as evidenced in the laboratory by a reduced fouling index;

the removing comprising combusting in the diesel engine a fuel blend under conditions effective to produce the cleaned diesel engine, the fuel blend comprising:

- (a) a standard diesel fuel composition comprising less than 1 %w/w Fischer-Tropsch derived gas oil and less than 50 ppmw detergent; and
- (b) an amount of 10% w/w or more Fischer-Tropsch derived gas oil comprising 95% w/w or greater components having boiling points of from about 150 to about 400°C.

87. (New) The method of claim 86 wherein the fuel blend comprises about 50% w/w or more of the Fischer-Tropsch derived gas oil.

88. (New) The method of claim 86 wherein the fuel blend comprises about 70% w/w or more of the Fischer-Tropsch derived gas oil.

89. (New) The method of claim 86 wherein the fuel blend comprises 100% w/w of the Fischer-Tropsch derived gas oil.

90. (New) The method of claim 86 wherein, after three hours' engine running in the laboratory using the standard diesel fuel, one or more engine nozzles in the diesel engine exhibits a reduction in achievable air flow rate of greater than 35%.

91. (New) The method of claim 86 comprising increasing the removal of the combustion related deposits by providing the fuel blend with a sufficient concentration of active matter detergent, the increase in removal being evidenced in the laboratory by a further reduced fouling index.

92. (New) The method of claim 86 comprising increasing the removal of the combustion related deposits by providing the fuel blend with a concentration of active matter detergent of from about 100 ppmw to about 500 ppmw.

93. (New) The method of claim 87 comprising increasing the removal of the combustion related deposits by providing the fuel blend with a concentration of active matter detergent of from about 100 ppmw to about 500 ppmw.

94. (New) The method of claim 88 comprising increasing the removal of the combustion related deposits by providing the fuel blend with a concentration of active matter detergent of from about 100 ppmw to about 500 ppmw.

95. (New) The method of claim 89 comprising increasing the removal of the combustion related deposits by providing the fuel blend with a concentration of active matter detergent of from about 100 ppmw to about 500 ppmw.

96. (New) The method of claim 90 comprising increasing the removal of the combustion related deposits by providing the fuel blend with a concentration of active matter detergent of from about 100 ppmw to about 500 ppmw.

97. (New) A method for removing injector fouling in a diesel engine, the method comprising:

providing a fouled diesel engine comprising an initial level of injector fouling comprising combustion related deposits, as evidenced in the laboratory by an initial fouling index; and,

removing a quantity of the initial level of injector fouling by combusting in the diesel engine a fuel blend under conditions effective to produce a cleaned diesel engine, as evidenced in the laboratory by a reduced fouling index which is 6% or more lower than the initial fouling index, the fuel blend comprising:

- (a) a standard diesel fuel composition comprising less than 1 %w/w Fischer-Tropsch derived gas oil and less than 50 ppmw detergent;
- (b) an amount of Fischer-Tropsch derived gas oil comprising 95% w/w or greater components having boiling points of from about 150 to about 400°C, the amount being sufficient to produce the reduced fouling index; and,
- (c) optionally from about 20 to about 500 ppm active matter detergent.

98. (New) The method of claim 97 wherein the reduced fouling index is 9% or more lower than the initial fouling index.

99. (New) A method for reducing injector fouling during operation of a diesel engine, the method comprising:

providing a diesel engine which produces a first level of injector fouling comprising combustion related deposits when operated under given conditions using a standard diesel fuel composition comprising less than 1 w/w% Fischer-Tropsch derived gas oil and less than 50 ppmw detergent, as evidenced in the laboratory by a first fouling index; and,

reducing the quantity of combustion related deposits produced by the diesel engine during operation, as evidenced in the laboratory by a reduced fouling index, by operating the diesel engine using a fuel blend comprising:

- (a) the standard diesel fuel composition, and
- (b) an amount of about 10 w/w% or more of Fischer-Tropsch derived gas oil comprising 95% w/w or greater components having boiling points of from about 150 to about 400°C.

100. (New) The method of claim 99 wherein the fuel blend comprises about 50% w/w or more of the Fischer-Tropsch derived gas oil.

101. (New) The method of claim 99 wherein the fuel blend comprises about 70% w/w or more of the Fischer-Tropsch derived gas oil.

102. (New) The method of claim 99 wherein the fuel blend comprises 100% w/w of the Fischer-Tropsch derived gas oil.

103. (New) The method of claim 99 wherein, after three hours' engine running in the laboratory using the standard diesel fuel, one or more of the engine nozzles exhibits a reduction in achievable air flow rate of greater than 35%.

104. (New) The method of claim 99 comprising further reducing the quantity of combustion related deposits produced by the diesel engine by providing the fuel blend with a concentration of active matter detergent of from about 100 ppmw to about 500 ppmw.

105. (New) The method of claim 100 comprising further reducing the quantity of combustion related deposits produced by the diesel engine by providing the fuel blend with a concentration of active matter detergent of from about 100 ppmw to about 500 ppmw.

106. (New) The method of claim 101 comprising further reducing the quantity of combustion related deposits produced by the diesel engine by providing the fuel blend with a concentration of active matter detergent of from about 100 ppmw to about 500 ppmw.

107. (New) The method of claim 102 comprising further reducing the quantity of combustion related deposits produced by the diesel engine by providing the fuel blend with a concentration of active matter detergent of from about 100 ppmw to about 500 ppmw.

108. (New) The method of claim 103 comprising further reducing the quantity of combustion related deposits produced by the diesel engine by providing the fuel blend with a concentration of active matter detergent of from about 100 ppmw to about 500 ppmw.

109. (New) A method for reducing injector fouling during operation of a diesel engine, the method comprising:

providing a diesel engine which produces a first level of injector fouling comprising combustion related deposits when operated under given conditions using a standard diesel fuel composition comprising less than 1 w/w% Fischer-Tropsch derived gas oil and less than 50 ppmw detergent, as evidenced in the laboratory by a first fouling index; and,

reducing the quantity of combustion related deposits produced by the diesel engine during operation, as evidenced in the laboratory by a reduced fouling index that is 6% or more lower than the first fouling index, the reducing comprising operating the diesel engine using a fuel blend comprising:

- (a) the standard diesel fuel composition,
- (b) an amount of Fischer-Tropsch derived gas oil comprising 95% w/w or greater components having boiling points of from about 150 to about 400°C., the amount of Fischer-Tropsch derived gas oil being sufficient to produce the reduced fouling index; and,
- (c) optionally from about 20 to about 500 ppm active matter detergent.

110. (New) The method of claim 109 wherein the reduced fouling index is 9% or more lower than the first fouling index.

111. (New) A method for removing and/or reducing injector fouling in a diesel engine, the method comprising combusting in the diesel engine a fuel blend comprising 100% Fischer Tropsch derived gas oil and from about 100 ppmw to about 500 ppmw active matter detergent.

112. (New) A method for removing combustion related deposits from a surface, the method comprising:

providing a surface comprising combustion related deposits produced by operating a diesel engine; and,

removing at least a portion of the combustion related deposits from the surface by contacting the surface with a fuel blend under removal conditions, the fuel blend comprising: (a) a standard diesel fuel composition comprising less than 1 w/w% Fischer-Tropsch derived gas oil and less than 50 ppmw detergent, and (b) an amount of about 10 w/w% or more of Fischer-Tropsch derived gas oil comprising 95% w/w or greater components having boiling points of from about 150 to about 400°C.

113. (New) A diesel fuel composition for an internal combustion engine of the compression ignition type comprising a fuel blend comprising:

a standard diesel fuel composition comprising less than 1 w/w% Fischer-Tropsch derived gas oil and less than 50 ppmw detergent; and,

30% w/w or more Fischer-Tropsch derived gas oil comprising 95% w/w or greater components having boiling points of from about 150 to about 400°C.

114. (New) The diesel fuel composition of claim 113 comprising 50% w/w or more of the Fischer-Tropsch derived gas oil.

115. (New) The diesel fuel composition of claim 113 comprising 70% w/w or more of the Fischer-Tropsch derived gas oil.

116. (New) The diesel fuel composition of claim 113 further comprising a quantity of from about 20 to 500 ppmw active matter detergent based on the fuel blend.

117. (New) The diesel fuel composition of claim 113 further comprising from about 100 ppmw to about 500 ppmw active matter detergent based on the fuel blend.

118. (New) The diesel fuel composition of claim 114 further comprising from about 100 ppmw to about 500 ppmw active matter detergent based on the fuel blend.

119. (New) The diesel fuel composition of claim 115 further comprising from about 100 ppmw to about 500 ppmw active matter detergent based on the fuel blend.

120. (New) A diesel fuel composition for an internal combustion engine of the compression ignition type comprising a fuel blend comprising:

a standard diesel fuel composition comprising less than 1 w/w% Fischer-Tropsch derived gas oil and less than 50 ppmw detergent; and,
10% w/w or more of Fischer-Tropsch derived gas oil comprising 95% w/w or greater components having boiling points of from about 150 to about 400°C;
wherein:

- (a) the standard diesel fuel composition exhibits a property selected from the group consisting of a sufficiently high endpoint, a sufficient level of aromatic components, and combinations thereof, that one or more engine nozzles of a compression ignition type engine exhibits a reduction in achievable air flow rate of greater than 35% when the compression ignition engine is run for three hours in the laboratory using the standard diesel fuel composition; and,
- (b) when the compression ignition engine is run in the laboratory under comparable conditions using the fuel blend, the one or more engine nozzles of the compression ignition type engine exhibit an increased air flow rate.

121. (New) The diesel fuel composition of claim 120 comprising 30% w/w or more of the Fischer-Tropsch derived gas oil.

122. (New) The diesel fuel composition of claim 120 comprising 50% w/w or more of the Fischer-Tropsch derived gas oil.

123. (New) The diesel fuel composition of claim 120 comprising 70% w/w or more of the Fischer-Tropsch derived gas oil.

124. (New) The diesel fuel composition of claim 120 further comprising a quantity of from about 20 to 500 ppmw active matter detergent based on the fuel blend.

125. (New) The diesel fuel composition of claim 120 further comprising from about 100 ppmw to about 500 ppmw active matter detergent based on the fuel blend.

126. (New) The diesel fuel composition of claim 122 further comprising from about 100 ppmw to about 500 ppmw active matter detergent based on the fuel blend.

127. (New) The diesel fuel composition of claim 123 further comprising from about 100 ppmw to about 500 ppmw active matter detergent based on the fuel blend.